

AIRPORT PROTECTION ZONES

Runaway Protection Zones and accident Potential Zones (24 CFR Part 51D)

No project assisted with HUD funds can be located in the runway protection zone of a commercial airport or in the runway protection zone of a military airfield. In addition, projects proposed in an accident potential zone of a military airfield must be consistent with the land use plans that have been developed for these areas. To determine the exact size of a runway protection zone the airport operator or the Federal Aviation Administration should be contacted to obtain a map of the airfield. In general, a runway protection zone extends from both ends of each runway and increases in width the further it is from the runway. For example, many airfields in rural Alaska have clear zone which are 1,000 foot long and 250 foot wide at the end of the runway protection zones of individual airfields can vary significantly so it is important to verify these dimensions. If a proposed project is in proximity to the end of a runway, contact HUD for further guidance on obtaining runway protection zone information and the applicability of the HUD regulations.

Threshold for Review: Properties proposed for new construction, major or substantial rehabilitation and the acquisition of undeveloped land. Rehabilitation (including conversion) is "major" or "substantial" when the estimated cost of the work is 75 percent or more of the property value after rehabilitation or, in the case of property in an APZ, when the work would change the use of the facility to a use that is not generally consistent with the recommendations of the Department of Defense's (DOD) "Land Use Compatibility Guidelines for Accident Potential Zones," or significantly increases the density or number of people at the site [§51.302(b)(1) and (2)]. **NOTE: Assisted construction or major rehabilitation of any property located on a clear zone sites is prohibited for a project to be frequently used or occupied by people.**

HUD Regulatory Reference: "24 CFR Part 51, Subpart D"

Basic Steps to Obtain Concurrence:

1. Review the list of Designated Primary and Commercial Service Airports in Alaska (see appendices) and if your community airport is **not** identified as a "commercial civil airport" and there is no military airfield in your community: **Prepare a determination that the local airport is not designated a "commercial civil airport" and include it in the ERR file.**

If the local airport is designated a primary or commercial service airport or a military airfield is located in or around the community then determine whether the proposed site/project is located within 2,500 feet of the airport or within 15,000 feet of the runway of a military airfield. If it is not located within 2,500 feet of the airport or within 15,000 feet of the runway of a military airfield: **Prepare a determination (including supporting documentation verifying locations) that the proposed site/project is not located within 2,500 feet of the "commercial civil airport" or**

within 15,000 feet of the runway of a military airfield and include it in the ERR file.

2. If the proposed site/project is located within 2,500 feet of a “commercial civil airport” or within 15,000 feet of the runway of a military airfield, obtain a map from FAA, State of Alaska or airport operator depicting the clear zone and locate the project on the map. If you are unsure whether your project is in a clear zone or accident potential zone, contact the State of Alaska or FAA for assistance. **Prepare a determination that the proposed site/project is not located in a designated clear zone and include it (with all support documentation) in the ERR file.**
3. **If the project is located within the clear zone, assisted construction or major rehabilitation is prohibited if the project is to be frequently used or occupied by people. For the accident potential zone, check if your project is compatible with the Department of Defense's (DOD) "Land Use Compatibility Guidelines for Accident Potential Zones.** If is not compatible, you cannot use HUD funds on the project.

Additional information regarding the FAA can be found on the Internet at the following address: <http://www.faa.gov>

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